

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, Etc., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
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No. 16,010. 號十一零千六萬一第 日九念月六年元統宣 HONGKONG, SATURDAY, AUGUST 14TH, 1909. 大拜禮 號四十月八年九零百九千一英港香 PRICE, \$3 PER MONTH.

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ATTENTION INCLUSIVE.

S. MOUTRIE &
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WATCH THIS SPACE.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 37½ lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 2 hours.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [549]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

LANE, CRAWFORD & CO.

(TELEPHONE 97).

(FORTNIGHTLY CONSIGNMENTS OF)

"GOLF BRAND" YORK HAMS.

THESE HAMS ARE SPECIALLY SELECTED AND CURED
FOR LANE, CRAWFORD & CO., WHO GUARANTEE
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909. [a33]



KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

TELEPHONE No. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

15, QUEEN'S ROAD CENTRAL.

Hongkong, 21st July, 1909. [a35]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 696.

The Cane, by Harold Begbie ...	\$1.75	A Standard Dictionary of the English Language	1.75
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	Per Case.
BRANDY ★★★★★	\$22.50
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BENEDICTINE, D.G.M.	Qrs. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

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HONGKONG AGENTS.

[a51]



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MACKIE & CO. DISTILLERS LTD. Estab. 1742.
LAGAVULIN DISTILLERY, ISLAY.

Obtainable at all stores
OR FROM THE
SOLE AGENTS:
LANE, CRAWFORD & CO. \$15 PER DOZ.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused supplies.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORU MARU" and "SAIKUO MARU" (2877 tons each) as follows—

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Lv. —	Ar. —	Sunday	Monday or Tuesday
Lv. —	Ar. —	"	"
Lv. —	Ar. —	"	"
Lv. —	Ar. —	Monday	Wednesday
Lv. —	Ar. —	"	"
Lv. —	Ar. —	"	"
Lv. —	Ar. —	"	"

Connecting at Harbin with State Express for Moscow.

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Leave—Harbin (Russian Train)	Arrive—Changchun	Thursday	Friday	Saturday
Lv. —	Ar. —	"	"	"
Lv. —	Ar. —	"	"	"
Lv. —	Ar. —	Wednesday	Friday	Sunday
Lv. —	Ar. —	"	"	"
Lv. —	Ar. —	"	"	"
Lv. —	Ar. —	"	"	"
Lv. —	Ar. —	Friday	"	Tuesday

*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

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Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

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17, QUEEN'S ROAD, CENTRAL.

JUST LANDED—

EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERTZ," "ROSS" LENSES ON

COMPOUND SHUTTERS

AT MODERATE PRICES.

DEVELOPING & PRINTING

A SPECIALITY. [a809]

A POWERFUL
DISINFECTANT

AND
GERMICIDE.

PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.
BY DESTROYING FLEAS, MOSQUITOES AND ALL NOXIOUS INSECTS
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY
DEPARTMENT, HONGKONG, AND USED BY THE
GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT.
EFFECTIVE.

DIRECTIONS:—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.
To be used for washing floors, clothes, utensils, etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.

[907]

HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, etc., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a399]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134.
Telegraphic Address: "KINGSCLERE."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[a45]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong

For Particulars, apply to

M. MATTHEW, Proprietress.

Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMKIN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKIN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAMPS PROVIDED.

Every information and Special attention given to

Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor.

[a1625]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (as Sui An and Sui Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER.

[a196]

THE
GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Sited in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE, Proprietor.
M. MAILLE

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, Sir FREDERICK JOHN DRAKE, K.C.M.G., C.B., D.S.O.
Hon. COLONEL DARLING, R.E. (Acting G.O.C.).

Hon. Mr. A. M. THOMSON (Acting Colonial Secretary).

Sir HENRY BERKELEY, K.C. (Acting Attorney-General).

Hon. Mr. C. M. I. MESSER (Colonial Treasurer).
Hon. Mr. P. N. H. JONES (Acting Director of Public Works).

Hon. Mr. A. W. BREWSTER (Registrar-General).
Hon. Mr. F. J. BARELEY (Capt. Superintendent of Police).

Hon. Dr. HO KAI, K.C., C.M.G.
Hon. Mr. E. OSBORNE.

Hon. Mr. W. J. GRESSON.

Hon. Mr. E. A. HAWETT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. W. T. YUK, C.M.G.

Mr. C. CLEMENTI (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 33 to 35, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 11) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

LIQUOR LICENCES.

The COLONIAL SECRETARY—Sir, I rise to move the resolution standing in my name. I propose, Sir, to take the schedule as read, as it has been in members' hands for some time. I may, however, point out that the general principle of the ordinance has been to practically double the revenue hitherto derived from liquor licences, and advantage will be taken also of the opportunity to make a larger sliding scale in regard to publicans' and adjunct licences. I may add, Sir, that the extra revenue is practically necessitated by the fact that next year, 1910, we cannot calculate on the four lakhs we received this year on account of the Widows and Orphans' Pension Fund, and that this addition to the revenue is absolutely necessary without taking into consideration anything in connection with the Opium Farm.

The COLONIAL TREASURER seconded.

The resolution was as follows:—"Resolved that the Second Schedule to the Liquor Licences Ordinance, 1898, named Schedule B in Section 2 of the Liquor Licences Amendment Ordinance, 1902, be repealed and that the following Schedule be substituted therefor, with effect in respect of each licence that is now or may hereafter be in force from the date of the renewal or of the grant of such licence as the case may be; provided always that in the case of licences which are renewed or granted subsequently to the date of this Resolution and prior to the first day of January, 1910, the fee shall be, in respect of the period between the date of issue and the thirty-first day of December, 1909, at the rate previously obtaining, and in respect of the period from and after the first day of January, 1910, at the rate set out in this Schedule.

Schedule of Fees for Licences payable under the provisions of the Liquor Licences Ordinance 1898-1908

The following fees shall be paid for the licences hereinafter mentioned and in the manner hereinafter specified, that is to say:—

Nature of Licence.	Fee.	Manner of payment.
Distillery Licence	\$ 800	Annually, in advance
Temporary Licence—At the discretion of the Governor		In advance
Publican's Licence—		
(a) In Victoria		
When the valuation of the premises occupied is—		
Not exceeding \$1,000	\$1,500	
Exceeding \$1,000	\$2,000	
\$ 1,000 to 2,000	\$2,500	
2,000 to 3,000	\$3,000	
3,000 to 4,000	\$3,500	
4,000 to 5,000	\$4,000	
5,000 to 6,000	\$4,500	
6,000 to 7,000	\$5,000	
7,000 to 8,000	\$5,500	
8,000 to 9,000	\$6,000	
9,000 to 10,000	\$6,500	
10,000 to 11,000	\$7,000	
11,000 to 12,000	\$7,500	
12,000 to 13,000	\$8,000	
13,000 to 14,000	\$8,500	
14,000 to 15,000	\$9,000	
15,000 to 16,000	\$9,500	
16,000 to 17,000	\$10,000	
17,000 to 18,000	\$10,500	
18,000 to 19,000	\$11,000	
19,000 to 20,000	\$11,500	
20,000 to 21,000	\$12,000	
21,000 to 22,000	\$12,500	
22,000 to 23,000	\$13,000	
23,000 to 24,000	\$13,500	
24,000 to 25,000	\$14,000	
25,000 to 26,000	\$14,500	
26,000 to 27,000	\$15,000	
27,000 to 28,000	\$15,500	
28,000 to 29,000	\$16,000	
29,000 to 30,000	\$16,500	
30,000 to 31,000	\$17,000	
31,000 to 32,000	\$17,500	
32,000 to 33,000	\$18,000	
33,000 to 34,000	\$18,500	
34,000 to 35,000	\$19,000	
35,000 to 36,000	\$19,500	
36,000 to 37,000	\$20,000	
37,000 to 38,000	\$20,500	
38,000 to 39,000	\$21,000	
39,000 to 40,000	\$21,500	
40,000 to 41,000	\$22,000	
41,000 to 42,000	\$22,500	
42,000 to 43,000	\$23,000	
43,000 to 44,000	\$23,500	
44,000 to 45,000	\$24,000	
45,000 to 46,000	\$24,500	
46,000 to 47,000	\$25,000	
47,000 to 48,000	\$25,500	
48,000 to 49,000	\$26,000	
49,000 to 50,000	\$26,500	
50,000 to 51,000	\$27,000	
51,000 to 52,000	\$27,500	
52,000 to 53,000	\$28,000	
53,000 to 54,000	\$28,500	
54,000 to 55,000	\$29,000	
55,000 to 56,000	\$29,500	
56,000 to 57,000	\$30,000	
57,000 to 58,000	\$30,500	
58,000 to 59,000	\$31,000	
59,000 to 60,000	\$31,500	
60,000 to 61,000	\$32,000	
61,000 to 62,000	\$32,500	
62,000 to 63,000	\$33,000	
63,000 to 64,000	\$33,500	
64,000 to 65,000	\$34,000	
65,000 to 66,000	\$34,500	
66,000 to 67,000	\$35,000	
67,000 to 68,000	\$35,500	
68,000 to 69,000	\$36,000	
69,000 to 70,000	\$36,500	
70,000 to 71,000	\$37,000	
71,000 to 72,000	\$37,500	
72,000 to 73,000	\$38,000	
73,000 to 74,000	\$38,500	
74,000 to 75,000	\$39,000	
75,000 to 76,000	\$39,500	
76,000 to 77,000	\$40,000	
77,000 to 78,000	\$40,500	
78,000 to 79,000	\$41,000	
79,000 to 80,000	\$41,500	
80,000 to 81,000	\$42,000	
81,000 to 82,000	\$42,500	
82,000 to 83,000	\$43,000	
83,000 to 84,000	\$43,500	
84,000 to 85,000	\$44,000	
85,000 to 86,000	\$44,500	
86,000 to 87,000	\$45,000	
87,000 to 88,000	\$45,500	
88,000 to 89,000	\$46,000	
89,000 to 90,000	\$46,500	
90,000 to 91,000	\$47,000	
91,000 to 92,000	\$47,500	
92,000 to 93,000	\$48,000	
93,000 to 94,000	\$48,500	
94,000 to 95,000	\$49,000	
95,000 to 96,000	\$49,500	
96,000 to 97,000	\$50,000	
97,000 to 98,000	\$50,500	
98,000 to 99,000	\$51,000	
99,000 to 100,000	\$51,500	

(b) Elsewhere in the Colony the publican's licence fees shall be less by one quarter than the fees obtaining in Victoria.

Adjunct Licence—

The fees shall be less by one-half than the publican's licence fees above set out.

Removal Licence—\$ 40 in advance

Note.—If the new premises are of a higher annual valuation than those from which the licence is removed a proportionate part of the extra fee, if any payable in respect of such difference of valuation, must also be paid.

Transfer of Publican's Licence—\$ 400 in advance

Transfer of Adjunct Licence—80 in advance

Wholesale Licence—2,000 Annually, in advance

Grocer's Licence—2,000 in advance

Chinese Wine & Spirit Shop.

Licence.—

(a) City of Victoria west of the line formed by the Albany Nullah.....1,300

(b) City of Victoria east of the line formed by the Albany Nullah.....1,100

(c) Quarry Bay, from Tent to the S.E. boundary of Shaukiwan M.L. 1.....\$ 800

(d) Shaukiwan, from the S.E. boundary of Shaukiwan M.L. 1 to the boundary of Wai Department land east of Ah Kung Ngam.....\$ 800

(e) Aberdeen and Apichan.....\$ 700

(f) Tsim Sha Tsui, from the boundary of the Kowloon Peninsula which is south of a line drawn from Nullah Street Mong Kok Tsiu, to the centre of the road between K.M. Lots 52 and 53 at Shau Shan.....\$1,100

(g) Sham Shui Po and remaining portion of the Kowloon not included under (f).....\$ 800

(h) Kowloon City and the remainder of new Kowloon.....700

Chinese Restaurant Licence.—

When the valuation of the premises occupied is—

Under \$500.....600 in advance

\$500 or over, but under \$2,000.....1,200 Do.

Over \$2,000.....1,800 Do.

Eating Houses (where no intoxicating liquors are sold):—

In Victoria.....2 Do.

Elsewhere.....5 Do.

Hon. Mr. OSBORNE—I rise, Sir, to move the following amendment as an addition to the resolution before us:—"No intoxicating liquor shall be served on any ground floor of premises possessing an adjunct licence." The object of the resolution, I take it, is to raise revenue. My amendment is not put forward in any spirit of hostility to this object, but solely with a view to securing fairness between those whom the resolution most affects. The purpose of an adjunct licence, as I understand it, is to enable those hotel-keepers who do not run a public bar to provide visitors with intoxicating liquors at their meals, and the main difference between an adjunct licence and a publican's licence, if I understand it correctly, is that the one permits of a public bar and the other does not. Now, Sir, it may not, perhaps, be generally known, but nevertheless it is a fact, that within a stone-throw of the Clock Tower there are three establishments under the names of cafes and restaurants which are in the habit of selling liquors openly and at all hours under their adjunct licences, and, in my opinion, in distinct violation of the intention of the law. It is true that a certain pretence is made of serving meals with these liquors, but the victuals so provided, as a rule, are given generally after the drink is finished, so ensuring that they will not be eaten, and so enabling a couple of sandwiches to do duty for many meals. A charge of five cents is made at one establishment; at another establishment the victuals are provided free; and at the third establishment there is no pretence of providing meals at all. To all intents and purposes these three establishments are public drinking saloons, pure and simple, and as under the resolution which has just been proposed they will pay exactly one half the fee for an adjunct licence which a publican will pay for a publican's. The unfairness of allowing this state of things to continue is obvious, and more especially so when you take into account that a hotel, if I read the resolution correctly, will pay on the whole rateable value of the whole building, including the bedrooms and all, whereas a drinking saloon, masquerading in the guise of a cafe, will pay only on the value of its one ground floor. There is another aspect of this question, an aspect which has given rise to considerable discussion in England recently, and which I presume the Government has also given attention to here. I allude to the drinking facilities afforded by clubs. Some of them—clubs merely in name—are in reality nothing more or less than drinking halls to a very large extent. If the Government is bent on the further taxation of drink for the purpose of raising revenue, it seems to me only consistent that the Club should be placed on an equal footing with the publican in this respect. This question, however, is of too far-reaching a principle to deal with off hand, and, therefore, I propose to confine myself to asking Council, by accepting this amendment, to secure fairness only at present as between the publican and the adjunct licensee.

HIS EXCELLENCY—Gentlemen, with regard to what has fallen from the unofficial member at the end of the table, I think that, perhaps, I should have been more correct if I had called him to order earlier in his speech, because the amendment he wishes to make is not under the resolution before the Council. It will have to be effected by a separate ordinance. The resolution before the Council is entirely confined to altering the fees under a particular schedule, and it is not in order, under the present resolution, to raise a question of such wide importance as the alteration of the Liquor Ordinance. With regard to the resolution itself, it has been framed, as you will see, to increase the fees payable by vendors of intoxicating liquors with the sole object of increasing the revenue in order to meet the increasing expenditure. The Colonial Treasurer estimates that the revenue which we hope to derive from the operation of this imposition will amount to between two and two and a half lakhs of dollars per annum. We hope that this will not fall upon any particular section of the community. I am not aware that any excessive profits are being made by holders of

Payable in four quarterly instalments in advance.

any particular form of licence, and it is our hope that the result of this resolution will be to very slightly put up the price of liquor in the Colony and thereby the burden will fall upon the general consumer. It is, of course, impossible to calculate exactly or even approximately what this increase in retail sale may amount to until the resolution is introduced, but in all probability it will not exceed ten or twelve cents on a bottle of whisky—probably considerably less. When we consider that in England there is an import duty on spirits which varies from 11/4 to 11/6 on ordinary spirits up to 16/- and 18/- on some special classes, and that this is in addition to the publican's licence, which varies from £6 to £60, whereas in this Colony we have no import duties of any kind on liquor, I think you will agree with me that the consumer of liquor in this Colony may fairly contribute something more to the revenue. I believe this is the general opinion in the Colony, and the only question is one of method. Beyond doubt it seems to me the simplest and fairest one, and the most advantageous to the revenue, would be the imposition, so far as European liquor is concerned, of import duties. But there are some strong objections to that course. In the first place, there is the objection which, perhaps, I may call a sentimental one: that is, that by the import duty this port would be no longer an absolutely free port. The thin end of the wedge would be inserted, and we don't know whether, in case of some future financial stress, the wedge might not be driven further home by the imposition of duties on tobacco and other articles. On the other hand, there is the practical difficulty that the imposition of customs means a customs service. It may, perhaps, be argued that if the duties were limited to liquor only, and particularly to liquor manufactured in Europe or America, that the duty of collection might be thrown upon the Harbour Department, and the duty of preventing smuggling might devolve upon the police. It is possible that that might be done with some extra staff in either one or other, or both, departments. But it seems to me that European liquor is only one aspect of the question, and that the least important of the two. A customs duty cannot be imposed on Chinese liquor which is imported by junk in large quantities from Canton without involving a very large and well-organised customs service. The alternative, in the case of Chinese liquor, would be a Spirit Farm. Before, however, I pass to the discussion of a Spirit Farm, I would point out that the scheme of import duties has the great advantage that it falls equally upon all sections of the community: upon clubs, upon private importers, upon service cantons, as well as upon the trade. As to a Spirit Farm, the objections to that, I take it, are, first, from the gross amount which is collected you have to deduct the farmer's profits. That is to say, you have to place a heavier burden upon the community than is necessary for the sole purpose of revenue, whereas in the scheme proposed in this resolution no extra machinery of any kind is required. In the second place, a Spirit Farm would, I believe, be unpopular; still, I think there is much to be said for that form of collection of duties. The farmer's profits, if the farm was combined with the Opium Farm, would not necessarily be large, because the machinery is already in his hand and he would be able to tender high. But there is the practical difficulty that if the farm was given to the successful tenderer for the opium there would be no competition. On the other hand, it is already late, I don't say it is too late, but it would be certainly difficult to put in advertisements now to combine the spirit and opium farm. As to the unpopularity of a farm, I don't think myself that this is a very serious matter, if it were properly understood by the Chinese, because the search required in the case of spirits does not involve a search of the individual, nor does it involve the same minute and precise scrutiny of baggage as in the search for an article so easily concealed as opium. You will see from what I have said, gentlemen, that I hold no views on this subject one way or the other; in fact, in my opinion, the argument in favour of either method is very evenly balanced. The form of the resolution placed before you has been the subject of exceptionally careful consideration and investigation, and that is the reason why there was delay in laying it before the Council. It has been discussed frequently before the Executive Council, and in these deliberations I have had the great advantage of two very experienced unofficial members, and we considered that the present form would be the most welcome to the community, would involve the least disturbance to trade, and would be the most practical. If, however, when this resolution comes into operation, the result in the case of European liquor should be to increase private importations by non-licensers, or the creation of a monopoly by capitalists, or if, in the case of Chinese, it should tend to illicit sales by non-licensers, or should give undue advantage to larger dealers, it may be necessary to adopt the alternative of import duties. Therefore, the form of the resolution placed before you is a tentative and experimental one. I turn to the resolution itself. You will see that there are several new principles in it as regards assessment. On the one hand, the maximum of \$2,400 has been abolished, as it was considered unfair to the smaller dealers, and it has been superseded by a carefully thought-out scale. In the second place, there is a discrimination between a licence in Victoria and elsewhere in the Colony, and I think you will all agree that that is a useful innovation, since the holder of a licence in Victoria is able to derive a much more thriving trade than in Kowloon or elsewhere. In the third place, the adjunct licences have been considerably increased, because, as was pointed out by the last speaker it is generally believed that the

ultimate limitations of adjunct licences have in some cases been considerably increased, and which, of course, acts to the detriment of the publican, who has paid much more for his licence. Lastly, you will observe that there is no increase in this schedule on beer licences. The reason for that is that the attempt to start breweries in this Colony has not been attended with exceptional difficulties, and in one case after another the pioneer ventures have failed. There is at present one prominent brewery in the Colony, but it is still in the pioneer stage, and it is not considered advisable to place any tax on it at the present time. In conclusion, I would point out to you a general matter of interest. Our present revenue from spirits amounts to about two and a half lakhs, and the increase which we anticipate by this resolution will amount to from two to two and a half lakhs, probably nearer two. The Spirit Farm in the Straits Settlements realises close on two and a half lakhs, and I think in all probability there is a larger liquor consuming population in this Colony than in the Straits Settlements. We, therefore, may say in round figures that consumers of liquor in this Colony pay about half, or less than half, what is paid by a similar section of the community in the Straits Settlements. I mention this simply as a matter of interest. I do not believe there is any opposition to the general principle that in our difficulties of revenue we should turn to the consumers of liquor and impose a slight increase on the sale of liquor in this Colony. (Applause.)

Hon. Mr. STEWART—Your Excellency, I would like the Government to postpone this resolution. Those of us who, in common with the general public, hear now for the first time the arguments in favour of it, may reasonably think, ask for time in which to consider the time in which those whose interests are more immediately affected may be enabled to represent their views. No unofficial member is, I think, fully qualified to speak for them, and it seems, therefore, only fair that they should have an opportunity of representing any objections which they may have, if they wish to, through the medium of the Press. I should, therefore, propose that the resolution be postponed until the next meeting of Council.

Hon. Mr. OSBORNE seconded.

HIS EXCELLENCY—I shall be glad to adjourn the debate on this subject until the next meeting of Council, if that will meet with the views of hon. members.

MALICIOUS DAMAGE ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

RATING ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Rating Ordinance, 1901.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

TRAMWAY ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

LIQUOR LICENCES ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and to repeal the Liquor Licences Amendment Ordinance, 1902.

The COLONIAL SECRETARY seconded and the motion was agreed to.

DOGS ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Dogs Ordinance, 1893.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

BURIAL GROUND ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

GOVERNOR-IN-COUNCIL RELIEF ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

PATENTS ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved that the Council go into Committee on the Bill entitled An Ordinance to amend the Patents Ordinance, 1892.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL—The Committee will remember that the bill was left in committee from time to time in order to obtain the considered opinions of practical bodies—the Law Society and the committee of the Chamber of Commerce. These bodies have considered the bill. The Law Society made certain recommendations which were submitted to the Chamber of Commerce, who concurred therein. The Bill now before the Committee embodies the recommendations of the Law Society concurred in by the Chamber of Commerce. The alterations recommended are not extensive. Amendments will be made to sections five and eight. In section five certain words will be left out and in section eight sub-sections 12 and 13 will be deleted and two new sub-sections substituted.

On adjournment the ATTORNEY-GENERAL reported that the Bill had passed through committee.

The ATTORNEY-GENERAL—As the Bill has been before the Council a considerable time and

received the fullest consideration at capable hands, I move that, no member objecting, it be read a third time.

The COLONIAL SECRETARY seconded, and the bill was read a third time.

HIS EXCELLENCY—The Council stands adjourned until Friday next. I hope that day will be convenient to members.

Hon. Mr. HEWITT—It is English mail day, Sir.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding. The following votes were passed:—

PUBLIC WORKS DEPARTMENT.

The Governor recommended the Council to vote a sum of Eight thousand three hundred and forty-four Dollars (\$8,344) in aid of the vote, Public Works Department, Other Charges, Incidental Expenses.

SANITARY DEPARTMENT.

The Governor recommended the Council to vote a sum of Two thousand six hundred Dollars (\$2,600) in aid of the vote, Sanitary Department, Other Charges, Cemeteries, Incidental Expenses.

SUPREME COURT.

The Governor recommended the Council to vote a sum of Eighty-five Dollars (\$85) in aid of the vote, Supreme Court, Other Charges, Language Study Allowance.

PUBLIC WORKS EXTRAORDINARY.

The Governor recommended the Council to vote a sum of Two thousand one hundred and fifty-five Dollars (\$2,155) in aid of the vote, Public Works Extraordinary, Miscellaneous, Blako Pier Shelter.

DESTROYER'S CHARGE.

A Reuter's telegram informed us recently that the destroyer *Ferret* had successfully pierced the boom at Portsmouth and sustained but slight damage herself. In the latest Home papers to hand we notice the following paragraph in reference to the preparations for the experiment:—

There will be an exciting scene in one of the shallow channels off Portsmouth Harbour early next month, when H. M. S. *Ferret*, a twin-screw torpedo-boat destroyer of 321 tons and 4,400 horse-power, under forced draught will charge at full speed a wire entanglement stretched across the Channel to guard it.

The *Ferret* has gone into dock to be fitted with sharp knife-like steel bows for the experiment.

She will carry a crew of only a few volunteers. Her lieutenant-commander will be at the wheel, and it is said that some of the crew will jump overboard with lifebelts on when the *Ferret* is on the point of crashing into the entanglement at a speed of twenty-five knots.

A shallow channel has been chosen for the experiment in order that the *Ferret* may be saved in case the entanglement gets the better of her.

COMMUNICATING WITH MARS.

It is probable that the director of Harvard University will shortly make an attempt to communicate with the planet Mars by means of the reflected rays from large parabolic mirrors. In the course of this month the relative positions of the earth, the sun, and Mars will be the most favourable for making the signals. Later, we are told, an American astronomer will watch for any responding signals from a balloon furnished with apparatus for receiving the ethereal vibrations.

Mr. Bailland, Director of the Paris Observatory, points out that the task would be a much easier one if we had yet succeeded in identifying any visible signs upon Mars. A white spot has been observed which is thought to be snow, but it is by no means certain. From the photographs taken on the summit of the Pic du Midi recently installed there, and some interesting results are expected. With regard to communicating with Mars, said Mr. Bailland, it is to be assumed that there are intelligent beings on its surface. If it was only the distance of the moon, the task would be comparatively easy. We can only await the results of the forthcoming experiments.

SHORTAGE OF NAVY COAL.

NOT ENOUGH TO LAST THE FLEET A WEEK.

The alarming shortage of coal to which is attributed the sudden termination of the recent naval manoeuvres is commented on in *Truth* as follows:—

Had the threatened strike throughout South Wales taken place there was not enough coal in reserve to last the fleet for a week. At the end of the manoeuvres Devonport could not muster much more than 4,000 tons, enough to bunker two Dreadnoughts. Since then colliers have been plying in freights, and the depletion of the coal reserves is more than made good. But for a short period the position was distinctly serious.

Admiral Cresswell attributed his bottling up in Santiago, and the subsequent destruction of his fleet, to failure of his coal supplies owing to the great Welsh strike. Our own Admiralty have just had a salutary little lesson in the same direction.

Mr. Lonsdale, M.P., gave notice of his intention to ask the Prime Minister whether

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAGES CODES: A.B.O. 6th Ed. Libers.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET

NO. 1, GARDEN ROAD, Kowloon. Fight-Roomed House and Tennis Court. Apply to—

H. M. H. NEMAZEE, 9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

HONGKONG ICE COMPANY, LIMITED.

NOTICE

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 13th August, 1909. [1074]

THE

DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON, RABBITS AND HARES.

FROM EUROPE.

[563]

THE H.A.L. Steamship

"SPEZIA"

Captain Gristenbraun, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bill of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 13th August, 1909. [1072]

E. R. MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace for the Colony will be held at the MAGISTRACY, at 2.15 P.M., on FRIDAY, 13th AUGUST, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1896 and 8 of 1908, viz.:

From one G. BERTOLONE for permission to remove the business now carried on by him under an Adjunct Licence on premises numbered 17, Queen's Road Central, to the unnumbered premises in York Buildings which were formerly occupied by Messrs. COTTAM & Co.

F. A. HAZELAND, Police Magistrate.

Hongkong, 9th August, 1909. [1068]

HONGKONG JOCKEY CLUB.

NOTICE

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

FOR SALE

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in Good Condition.

Apply to— "REMINGTON," Care of "Daily Press" Office.

Hongkong, 11th August, 1909. [1060]

VALUABLE LAND FOR SALE.

IN BANGKOK.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Offices and Godowns, with 2 Substantial and Commodious Brick Buildings, having an Aggregate Area of about 40,000 sq. meters, with 238 meter River frontage on the one end and 200 facing the Main Road on the other end.

Intending purchasers are requested to communicate to—

L. J. SEQUEIRA, Auctioneer and Land Agent, Bangkok, Siam. [1065]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, THIS DAY (SATURDAY), the 14th day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 9th day of August, to SATURDAY, the 21st day of August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 14th August, 1909. [1023]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Cornhill, Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors.

GEO. A. CALDWELL, Acting Secretary.

Hongkong, 27th July, 1909. [1015]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 19th August, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam-Launch "SWALLOW,"

Length over all 78 feet, Breadth 14 feet 4 inches, Molded Depth 8 feet; Capacity—Gross Tonnage 55.53, Net Tonnage 35.96, Compound Surface Condensing Engines 92 by 18, Working Pressure 125 lbs, 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers, Within the Local Trade Limits—81 passengers, Outside the Local Trade Limits—24 passengers.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1044]

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the WEI SANG COMPANY of No. 256, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

The representation of two flying birds rampant facing each other with wings outstretched and with two tails each, the forelegs cupping a shield within which is depicted a monogram containing the letters "W. S. Co." on the top of the said device is a scroll containing the Chinese characters "雙飛牌" meaning "Two flying birds" and below the shield are the words "WEI SANG COMPANY"; the whole of the mark is surrounded by an ornamental border containing flowers and fruits and is commonly known as the "Griffin" Brand.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following Goods:—

FLORIDA WATER and all kinds of perfumery and other toilet preparations, in Class 49.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDREING, BARLOW & MORRELL, Solicitors for the Applicants, 10, Queen's Road Central.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the KWONG HOONG FAT firm of No. 266, Des Vaux Road, Victoria, in the Colony of Hongkong, Flour Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

The representation of a landscape depicting the side of a hill, a river, a cotton tree with cotton leaves and flowers on its branches, and a stag standing thereby with two birds flying above; above the said device are the words "KWONG HOONG FAT" and the Chinese characters "福祿壽" meaning "Bat, stag and cotton (may) happiness and dignity be ever with you"; and below the mark are the words "Cotton Tree"; and the representation of a Chinese vase or flower pot containing an orange tree with oranges and leaves attached to its branches and a Chinese Jade Churn lying behind the vase or flower pot. Above the said device are the words "KWONG HOONG FAT" below which is a scroll containing the Chinese characters "如意吉祥" meaning "a jade and orange (lucky auspices according to your wishes). Below the mark are the words "Orange Brand".

The Trade Mark has been used by the Applicants since the year 1907, in respect of Flour, in Class 42.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDREING, BARLOW & MORRELL, Solicitors for the Applicants, 10, Queen's Road Central.

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The representation of a landscape depicting the side of a hill, a river, a cotton tree with cotton leaves and flowers on its branches, and a stag standing thereby with two birds flying above; above the said device are the words "KWONG HOONG FAT" and the Chinese characters "福祿壽" meaning "Bat, stag and cotton (may) happiness and dignity be ever with you"; and below the mark are the words "Cotton Tree"; and the representation of a Chinese vase or flower pot containing an orange tree with oranges and leaves attached to its branches and a Chinese Jade Churn lying behind the vase or flower pot. Above the said device are the words "KWONG HOONG FAT" below which is a scroll containing the Chinese characters "如意吉祥" meaning "a jade and orange (lucky auspices according to your wishes). Below the mark are the words "Orange Brand".

The Trade Mark has been used by the Applicants since the year 1907, in respect of Flour, in Class 42.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDREING, BARLOW & MORRELL, Solicitors for the Applicants, 10, Queen's Road Central.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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APPLICATION FOR REGISTRATION OF TRADE MARK.

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

2 NIGHTS ONLY 2

TO-NIGHT (SATURDAY), AUGUST 14TH.

MAURICE E. BANDMANN Presents

THE MERRY LITTLE MAIDS COMIC OPERA CO.

SATUR. Aug. 14th. The Hit of the Century. The World's Record Breaker. THE MERRY WIDOW.

MON. Aug. 16th. Gilbert and Sullivan's Masterpiece. THE MIKADO. From the Savoy Theatre, London.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at—

S. MOUTRIE & Co., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, 2nd August, 1909. [1030]

TO LET

TO LET

NO. 1, CANTON VILLAS, Kowloon.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th August, 1909. [1035]

TO LET

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to— E. A. C. P. CARVALHO, 14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET

NO. 1A, WINDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Thin Rooms.

Apply to— YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

TO LET

NO. 1, ORMSBY TERRACE.

Apply to— SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1026]

TO LET

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

Apply to— BEUTER, BRÜCKELMANN & Co., Hongkong, 1st July, 1909. [911]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [818]

TO LET

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Light and Tennis Court.

Apply to— "BRANDELL BUNGALOW," Kowloon. A Sm. Garden attached. Moderate Rental.

Apply to— ARMATOON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 3rd March, 1909. [399]

TO LET

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to— F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET

NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.

Apply to— X. Y. Z., Care of "Daily Press" Office.

Hongkong, 7th July, 1909. [937]

TO LET

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Office or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to— A. B. AVASIA, 1, Duddell Street.

Hongkong, 1st July, 1909. [912]

TO LET

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to— A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th August, 1909. [941]

TO LET

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to— ARMATOON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 7th August, 1909. [1053]

TO LET

A HOUSE in Wong Nei Chong Road.

Apply to— A HOUSE in RYTON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

Apply to— No. 3, CLIFTON GARDENS, Conduit Road.

Apply to— No. 10, DES VEAUX ROAD, CENTRAL.

Apply to— GODOWNS in YORK BUILDING. BUILDINGS and No. 15B, Des Vaux Road next to the HONGKONG HOTEL.

Apply to— FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [97]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to— CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate Area 4,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars, apply to— GEO. BENWICK & Co., LTD.

Hongkong, 8th June, 1906. [96]

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [98]

TO LET

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shanklin Road.

PREMISES at SHAMBER, CANTON, now in occupation of the Canton Kowloon Railway.

NEW FIVE ROOMED HOUSES in Shelley Street.

The BYRLE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK BUNGALOW. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—FOR CASH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 14th August, 1909. [100]

TO LET

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to— WM. MEYERINK & Co., Hongkong, 2nd July, 1909. [920]

TO LET

IN No. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

Apply to— DAVID SASSON & Co., LTD.

Hongkong, 7th August, 1909. [1054]

TO LET

"STOWFORD" 12, Bonham Road, the Peak.

Apply to— A. B., Care of "Daily Press" Office.

Hongkong, 28th May, 1909. [882]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's) Godowns East Point.

Immediate Poss

ATTACKED WHILE ASLEEP.

A SHIP PURSER'S STORY.

"After sleeping one night on the deck of the steamer on which I was Purser I was attacked with severe pain in the lower part of the back, and from that time onward I have been suffering from a most excruciating pain in the back, which is now so severe that I cannot move. I have been in bed for some months, and I feel just a miserable wreck." Such was the substance of an interesting personal experience related by Mr. Thomas Martin Nicholson, a relieving Purser in the British India fleet. Here are the details.

The cause of these terrible pains in the back was a cold which I caught that night on deck," said Mr. Nicholson. "The doctor diagnosed my trouble as lumbago, but subsequently I found that the mischief was in the kidneys. I began to pass blood, and this was so severe as to cause me alarm. Whenever I sat down or got up from a chair there were shooting pains in my back. At the same time my appetite dwindled away to nothing. I had horrible headaches, and it was impossible to get proper sleep at night because of the pains I suffered. I became exceedingly irritable and down-hearted; all I desired was rest, to get some ease for my over-aching back."



Mr. T. M. Nicholson, Cured by Dr. Williams' Pink Pills.

"Well, when I landed in Bombay at the end of the voyage I was looking very poorly, and my friends wanted to know the cause of my miserable unhealthy appearance."

One of them, seeing how unwell I was, recommended Dr. Williams' Pink Pills. He said he thought they were just the medicine I needed to put me right."

I gave Dr. Williams' Pink Pills a trial, and right thankful I am that I did so, for I found a change for the better in my condition almost at once. The passing of blood ceased, the pains diminished, my appetite improved, my spirits returned. I began to feel my old interest in sport returning. After taking three bottles of these Pills there was no need for more, as I was cured of my complaint."

"Since then I have felt in perfect condition, and am a keen hockey player, take an active interest in dancing and whatever other recreations are going. On my recommendation several of my friends have taken Dr. Williams' Pink Pills since my cure, and have been much benefited by them."

It was by building up his system and by giving him a fresh supply of Good Rich Red Blood that Dr. Williams' Pink Pills restored Mr. Nicholson to health and strength, and in the same way curing Rheumatism, Indigestion, Headaches, Malaria, Rheumatism, Sciatica, Debility, Nervous Breakdowns, Paralysis, Beriberi, Boils and Skin Disorders generally, and the After-effects of Fevers, Dysentery, and Chills. As a remedy for the ailments which afflict ladies between youth and middle-age they are world-famous. Obtainable at most shops where medicines are sold. Dr. Williams' Medicine Co., 25, Kingsway, London, E.C.1, send 6 bottles for 88 or 1 bottle for \$1.50 post free to any address. It must be added that when not at sea Mr. Nicholson resides at the Adelphi Hotel, Clare Road, Bombay.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth in their weekly share report dated August 13th, state:—Our market continues dull with no special features to report. Rates remain steady, but in the absence of business somewhat inclined to weakness. Exchange on London T/T 1/8 1/4, on Shanghai 7 1/4.

BAKES.—Hongkong and Shanghai with a further demand have improved to \$1,030 with sales, while the London rate has gone up to 296. At the close sellers rule the market at \$1,030. Nationals have advanced to 65 without sales.

MARINE INSURANCES.—Unions remain unchanged at 840 without business, closing with sales. 190 North China have changed hands at Tis. 120, and close steady at that. Other stocks under this heading call for no comment.

FIRE INSURANCES.—Hongkong are in demand at 345, but we have heard of no sales. China have been placed at 115, closing steady. SHIPPING.—Hongkong, Canton and Macao have ruled weak, and sellers at 312 ex the div. of 8 1/4 paid on the 10th inst. have met with no success. At time of writing a sale has been made at 313, the market closing with buyers at the latter and sellers at the former rate. Indos have been placed in the North at Tis. 43 and closed rather firmer with reported sales in the North at 45. Star Ferrys (old) have found buyers at 26. Shells are in strong demand at 73, but we have heard of no sales, and no shares appear to be available. China and Manilla are entirely neglected.

GRAIN.—China Sugars in the early part of the week declined to 140, but some fair sales were effected at that rate; towards the close, however, on the report that no interim dividend would be paid, the market weakened and at time of closing sales have been made at 139 for the end of the month and sellers at 138 cash rule the market. Lardons have improved after sales at 18 1/2 and 19, to 20 with buyers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue steady with small sales at 61 and 62, closing at the latter rate. Kowloon Wharves after several sales and a firm market at 60 close weaker with sellers at that rate. Shanghai Docks remain about the same in the North at 70. Hongkong Wharves after touching 150 close at 145. This Company has declared an interim dividend of Tis. 3 per share.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue steady with buyers at 102 1/2 and no sales to report. West Point have found further buyers at 44 and Humphreys at 93. Hotels continue in demand at quotations but no sales are reported. Shanghai Lands have improved to 119.

COTTON MILLS.—Ewos have slightly advanced to 135. Internationals and Loos Kung Nows are lower at 89 1/2 and 108 respectively. Goyeoles show an improvement at 422. Hongkong remains neglected with sellers at 8.

RUBBERS.—A good demand still exists and a fair business has been transacted. The following business has been put through locally: Shells, at 28 to 30.6. Anglo-Malaya 27 1/2. Castles (old) (17-6) at 39 to 41. Ragulas at 830 (Straits currency) and later at 265. Sappas

have ruled weaker and sales have been made at 21.

MISCELLANEOUS.—Balls' Rubbers are quoted at 94 ex div. of 15 per cent. China Providents have changed hands at the slightly advanced rate of 955. Cement at 880, Iron at 192 1/2. Union Water Boats at 11, and China Lights at 630. Langkats have improved to 1,010. Nothing else under this heading calls for comment.

SPAIN'S TROUBLE IN MOROCCO.

ORIGIN OF THE DIFFICULTIES.

Madrid, July 8. The question which the Moorish Embassy hopes to settle with the Spanish Government in Madrid during the next few weeks dates from last October.

Two Spanish mining companies, one of them worked equally by French capital, started work in the early part of last year at a point some 15 miles from Melilla, under the protection of the Reghi, who at the time exercised unquestioned authority over the whole of that region from his headquarters at Seluan. In October the tribes revolted, forced the Reghi, and raided the mines, which accordingly ceased work. The Spaniards thereupon placed a military post at La Restinga, some 20 miles along the coast south-east of Melilla, where a contraband trade in arms had long flourished, and another at Cabo de Agua, opposite the Chafarine Islands, presumably with the object of securing the communications of the island in case of further trouble. Some of the tribes continued favourable to the working of the mines, but others remained hostile, and the district remained sufficiently disturbed to prevent their re-opening until the beginning of last month, when work began again in somewhat precarious circumstances.

The Sultans of Morocco in their various treaties with Spain have constantly undertaken to secure the good behaviour of the Riff tribes in the neighbourhood of the Spanish possessions, and in the last two important treaties the obligation assumed a precise form. Article 6 of the treaty of 1859 provides that "There shall be placed at the boundary of Ceuta and Melilla a paid for governor with regular troops for the purpose of preventing or repressing attacks of the tribes. The King's Moorish guards for the protection of the Spanish possessions of Penon and Alhucemas shall be placed on the sea shore." This provision was confirmed in the treaty of 1894, where it was stipulated that the guard for Melilla should consist of "a paid for detachment of 400 of the King's Moors." This obligation has never been fulfilled, and as a result of the non-fulfilment the works, representing some \$150,000, have been lying idle for seven months, and this at the very gates of Melilla and within easy reach of French troops across the Malina.

Upon Senor Merry del Val's drawing Melilla's attention to this regrettable circumstance at the two months ago, his Majesty is understood to have refused to recognize any mining concession granted by the Reghi, and further to have insisted upon the withdrawal of the Spaniards from La Restinga and Cabo de Agua as a condition of any discussion of the matter. To this the Spanish Government replied by taking a credit of £120,000 for the strengthening of the garrisons of Ceuta and Melilla.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 15th August, 10th Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Ferial, Venite, Stainer, Te Deum, Lamentations, Te Deum, Bakers in F. Jubilate, Overture, "Come ye hither," Spoor, Holy Communion (12.45 p.m.) Kyrie, Barby in E; Hymns, 242 and 555, N. 7. Psalm 75, Verses 1, 2 and 11 in unison. Psalm 76 Verses 1 and 2 in unison. Evening Song (5.45 p.m.) Responses, Ferial, Venite, Stainer, Te Deum, Bakers in F. Jubilate, Overture, "Come ye hither," Spoor, Holy Communion (12.45 p.m.) Kyrie, Barby in E; Hymns, 242 and 555, N. 7. Psalm 75, Verses 1, 2 and 11 in unison. Psalm 76 Verses 1 and 2 in unison. Evening Song (5.45 p.m.) Responses, Ferial, Venite, Stainer, Te Deum, Bakers in F. Jubilate, Overture, "Come ye hither," Spoor, Holy Communion (12.45 p.m.) Kyrie, Barby in E; Hymns, 242 and 555, N. 7. Psalm 75, Verses 1, 2 and 11 in unison. Psalm 76 Verses 1 and 2 in unison. 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SHIPPING.

ARRIVALS.
 ABERDEEN, British str., 2,789, Jas. Boyd, 15th Aug.—Pugot Sound via Japan and Manila.
 HAINAN, British str., 636, J. W. Evans, 15th Aug.—Swatow 12th August, General—Douglas, Lapraik & Co.
 HAINAN, Dutch str., 2,047, Offenhans, 15th Aug.—Swatow 12th August, Bulk Oil—Asiatic Petroleum Co.
 KWONGSANG, British str., 1,426, W. P. Baker, 15th Aug.—Shanghai and Swatow 12th August, General—Jardine, Matheson & Co.
 PITANULOK, German str., 1,167, D. Reimers, 15th Aug.—Bangkok and Swatow 12th August, Rice—Butterfield & Swire.
 SAKA, German str., 992, N. Jensen, 15th Aug.—Amoy 11th August, General—Java-China Steamship Co.
 SHING SHING, Chinese str., 809, Marousson, 12th August—Kobai 10th August, Coal—Chinese.
 SPEZIA, German str., 2,745, Girsteinstr., 15th Aug.—Hamburg 20th June and Manila 10th August, General—Hamburg-Amerika Linie.
 TEAN, British str., 1,350, Outerbridge, 15th Aug.—Manila 10th August, General—Butterfield & Swire.
 WELSH PRINCE, British str., 3,218, A. B. W. Shopp, 15th August—Keelung 9th August, General—Arnold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 13th August.
 C. Diederichsen, Ger. str., for Pakhoi, Kung, British str., for Shanghai.
 Sefia, Norwegian str., for Moji.
 Sefia, German str., for Chemou.
 Zefia, British str., for Manila.

DEPARTURES.

15th August.
 ANKOO, German str., for Hoihow.
 BORNEO, British str., for Shanghai.
 CHILDA, Norwegian str., for Bangkok.
 CHUYEN, Chinese str., for Canton.
 CORDEN, German str., for Swatow.
 DEYAWONG, German str., for Swatow.
 HAINAN, French str., for Quing Chow Waa.
 HINGANG, British str., for Kobe.
 KANSU, British str., for Shanghai.
 KATICKO, British str., for Swatow.
 LINAN, British str., for Canton.
 MATHEW, German str., for Pheumphen.
 NORD, Norwegian str., for Swatow.
 PHAM, British str., for Shanghai.
 SHANGHAI, German str., for Swatow.
 SHANGHAI, British str., for Hoihow.
 YANKEE, British str., for Shanghai.
 YUENANG, British str., for Manila.

SHIPPING REPORTS.

The British str. Agamir reports: Moderate weather throughout.
 The British str. Welsh Prince reports: Strong S.W. gale, heavy rain, squalls and high sea.
 The German str. Spezia reports: Strong S.W. monsoon in Indian Ocean and China sea.
 The British str. Zeisler reports: Fresh S.W. breeze and moderate sea, overcast with frequent heavy showers of rain.

VESSELS IN DOCK.

August 13th.
ABERDEEN DOCK.—Vernans, Chunsang, Persia, Sorogon, Dos Hermanas, Telemachus, O. Diederichsen, M. Jensen, Rygio.
COMMERCIAL DOCK.—Magallanes.
TAIKOO DOCK.—Fochow.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.
 FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"
 will be despatched for the above Ports TO-DAY, the 14th August, 1909.
 For Freight or Passage, apply to ARNOLD, KARBERG & Co., Agents.
 Hongkong, 24th July, 1909. [915]

"GLEN" LINE OF STEAMERS.

FOR HULL AND ANTWERP.

THE Steamship

"GLENHARN."
 Captain Haughton, will be despatched as above on MONDAY, the 16th inst., 1909.
 For Freight or Passage apply to MCGREGOR BROS. & GOW, Agents.
 Hongkong, 12th August, 1909. [1069]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON."
 Capt. Tarabochia, will leave for the above places on WEDNESDAY, the 18th inst., A.M.
 This steamer has special accommodation for passengers, electric light, carries a doctor and stewards.
 For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
 Hongkong, 11th August, 1909. [5]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"
 Captain Daniel, will be despatched as above on or about the 25th inst.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewards are carried. Fare to London, £35.
 For Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1032]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTIONS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.						
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	Quick despatch.
LONDON &c., via usual Ports of Call.	CALDONIA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
HULL & ANTWERP	GENEVA	Brit. str.	—	Haughton	NIPPON YUSEN KAISHA	On 16th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	ASABIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	About mid. of Sept.
HAYRE, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 1st Sept.
HAYRE & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, HAYRE, COPENHAGEN, &c.	SLAVONIA	Dan. str.	—	Girard	MELCHERS & Co.	On 18th inst.
MARSEILLES, &c., via Ports of Call.	ENNER SHORE	Freu. str.	—	A. Kell	NIPPON YUSEN KAISHA	On 17th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATA MARU	Jap. str.	—	Lugan	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP	JARNAVONSHIRE	Brit. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 1st Sept., at D'light
MARSEILLES, LONDON & LEITH	TAMBA MARU	Jap. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, HAYRE & COPENHAGEN, &c.	SAKONA MARU	Jap. str.	—	A. E. Moses	MELCHERS & Co.	End of Sept.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	CATHAY	Dan. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	About 25th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	Radonich	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
KATLEO, QUELQUE, &c., via Japan Ports, &c.	AMERICA MARU	Jap. str.	—	W. G. Williams	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
TRISTE, &c., via SINGAPORE, &c.	INDRAWADI	Brit. str.	—	J. B. yd	DOUGLAS LARPAK & Co.	About 25th inst.
NEW YORK VIA SUEZ CANAL	WELSH PRINCE	Brit. str.	—	M. Hoggan	DOUGLAS LARPAK & Co.	On 21st inst.
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	2 m.	K. Kappa	NIPPON YUSEN KAISHA	On 17th inst., at 4 p.m.
BOSTON & NEW YORK	ATOMIC	Brit. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MOONSHIRE	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KAGA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHIVANO MARU	Jap. str.	—	P. Ische	NIPPON YUSEN KAISHA	On 1st Sept., at D'light
TACOMA VIA KHELOE, SHANGHAI & JAPAN	CHANGSHA	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KHELOE, &c.	ALDERA	Jap. str.	—	Sawer	JARDINE, MATHESON & Co., Ltd.	To-day.
AUSTRALIAN PORTS VIA QUEENSLAND PORTS, &c.	NIKKO MARU	Jap. str.	—	Girsteinstr.	HAMBURG-AMERICA LINE	About 21st inst.
AUSTRALIAN PORTS VIA MANILA	PRINZ WILHELM	Jap. str.	—	F. Ische	NIPPON YUSEN KAISHA	On 20th inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	CHUNANG	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
MOJI	SPESIA	Ger. str.	k.w.	H. Kopp	JAVA-CHINA JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	PRINZ WILHELM	Jap. str.	—	Dowson	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
YOKOHAMA & KOBE	KANAGAWA MARU	Jap. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 3 p.m.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	E. Tarabochia	BUTTERFIELD & SWIRE	To-morrow, at Daylight
KANAGAWA MARU	YUENANG	Jap. str.	—	Sandbrook	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
YUENANG	CHANGSHA	Jap. str.	—	H. Fowell	P. & O. S. N. Co.	On 18th inst.
YUENANG	CHANGSHA	Jap. str.	—	A. Mooker	NIPPON YUSEN KAISHA	About 19th inst.
YUENANG	CHANGSHA	Jap. str.	—	E. Zachar	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
YUENANG	CHANGSHA	Jap. str.	—	P. J. van Emmerick	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
YUENANG	CHANGSHA	Jap. str.	—	H. Sugi	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
YUENANG	CHANGSHA	Jap. str.	—	H. Munnings	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YUENANG	CHANGSHA	Jap. str.	—	E. Forsyth	DOUGLAS LARPAK & Co.	On 17th inst., at 2 p.m.
YUENANG	CHANGSHA	Jap. str.	—	J. W. Evans	DOUGLAS LARPAK & Co.	On 30th inst., at 2 p.m.
YUENANG	CHANGSHA	Jap. str.	—	J. S. Beach	DOUGLAS LARPAK & Co.	To-day, at Noon.
YUENANG	CHANGSHA	Jap. str.	—	Hodgins	SWANSON TOMES & Co.	On 17th inst., at 3 p.m.
YUENANG	CHANGSHA	Jap. str.	—	R. Roger	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
YUENANG	CHANGSHA	Jap. str.	—	A. V. Outerbridge	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.
YUENANG	CHANGSHA	Jap. str.	—	E. J. Fayes	SWANSON TOMES & Co.	On 24th inst., at 4 p.m.
YUENANG	CHANGSHA	Jap. str.	—	E. W. Almond	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 p.m.
YUENANG	CHANGSHA	Jap. str.	—	Pennalder	MELCHERS & Co.	To-morrow, at 3 p.m.
YUENANG	CHANGSHA	Jap. str.	—	P. H. Bolls	NIPPON YUSEN KAISHA	On 17th inst., at 3 p.m.
YUENANG	CHANGSHA	Jap. str.	—	F. Semblil	DAVID SASSOON & Co., Ltd.	On 18th inst., at 3 p.m.
YUENANG	CHANGSHA	Jap. str.	—	W. A. Evans	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
YUENANG	CHANGSHA	Jap. str.	—	S. H. Belson	BUTTERFIELD & SWIRE	Quick despatch.
YUENANG	CHANGSHA	Jap. str.	—	A. E. Gentles	JAVA-CHINA JAPAN LINE	
YUENANG	CHANGSHA	Jap. str.	—	Bradley		
YUENANG	CHANGSHA	Jap. str.	—	J. Robinson		
YUENANG	CHANGSHA	Jap. str.	—	Zwart		

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* AYMERIC	4,363	J. Boyd	On 26th August.
SUYERIC	6,232	E. Shott	On 23rd September.
OCEANO	4,657	F. W. Davis	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. 8
 Hongkong, 15th August, 1909.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	{ Sunday, 15th Aug. at 9 A.M.
YOKOHAMA & KOBE	"PRINZ WILHELM" Capt. F. ISKE	{ About Friday 21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	{ Wed. day, 25th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIDE	{ About Thursday, 26th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WILHELM" Capt. F. ISKE	{ Friday, 10th Sept., at D'light

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,**
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 14th August, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SAT., 14th Aug.	"EMPERESS OF BRITAIN" FRI., 10th Sept.
"EMPERESS OF CHINA" SAT., 4th Sept.	"ALLAN LINER" FRI., 1st Oct.
"EMPERESS OF INDIA" SAT., 18th Sept.	"EMPERESS OF IRELAND" FRI., 22nd Oct.
"EMPERESS OF JAPAN" SAT., 15th Oct.	"ALLAN LINER" FRI., 12th Nov.

"Empress"
 "Monteagle"
 Steamships leave HONGKONG at 5 P.M. on 12th Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers \$43 \$45.
 and 1st Class Railway
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries only at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedlar Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	{ On 17th Aug. 1 P.M.
SHANGHAI, KOBE &c.	"AUSTRALIE" Capt. X.	{ About 18th Aug.
YOKOHAMA, KOBE &c.	"POLYNESIE" Capt. Broc	{ On 30th Aug., P.M.
YOKOHAMA	"TOKIN" Capt. Charbonnel	{ On 31st Aug., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 2d. Home Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
P. DE CHAMPORIN, AGENT,
 Queen's Building.
 Hongkong, 12th August, 1909. [2]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."
 Captain A. E. Gentles, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 12th August, 1909. [1067]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CALEDONIA."
 Captain W. Hayward, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 21st August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA" due in London on the 3rd October, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. FEWETT,
 Superintendent.
 Hongkong, 9th August, 1909. [1]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."
 Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.
 For Freight or Passage apply to
JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 15th July, 1909. [966]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 6th August, 1909. [1050]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASILS to RIO DE JANEIRO, LAYAN, VENICE and ANCONA PORTS.)

THE Company's Steamship

"SILEZIA."
 Captain Radonich, will be despatched as above on or about the 25th August.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 30th July, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARMARTHENSHIRE."
 Captain Ingram, will be despatched as above on or about the 25th inst.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, Port SAID and MANZELLES	SARDINIA	About 11th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.
LONDON via USTUL Ports OF GALL	CALEDONIA	On 21st Aug.	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
RATAVIA, SAMARANG and SOERABAYA SHANGHAI	"SHANTUNG"	On 14th Aug. 4 P.M.
MANILA	"LINAN"	On 15th Aug. 4 P.M.
MANILA	"TEAN"	On 17th Aug. 3 P.M.
THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TSMANIA, NEW ZEALAND, ADELAIDE, PERMANTLE and PERTH	"CHANGSHA"	On 19th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 19th Aug. 4 P.M.
NEWCHANG	"KWEIYANG"	On 21st Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug. 4 P.M.
MANILA	"TAMING"	On 24th Aug. 3 P.M.
SHANGHAI	"ANHUI"	On 26th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN",
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
Telephone 36.
For Freight or Passage apply to—
HONGKONG, 14th August, 1909.

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
Cap. Evans	SWATOW	SUNDAY, 15th Aug.
Cap. J. S. Roach	SWATOW, AMOY and FOOCHOW.	TUESDAY, 17th Aug.
Cap. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	FRIDAY, 20th Aug.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO
FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST
AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 14th August, 1909.

EAST ASIATIC CO., LD.

RUSSIAN EAST ASIATIC CO., LD.,

SWEDISH EAST ASIATIC CO., LD.

GOETENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENH- AGEN, GOTHENBURG and BALIC Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPEN- HAGEN and BALIC Ports	"CATHAY"	End of September.

For Further Particulars apply to
HONGKONG, 5th August, 1909.

MELCHERS & CO., AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOI	"CHUNSIANG"	Saturday, 14th Aug. 4 P.M.
SHANGHAI	"KWOONGSANG"	Tuesday, 17th Aug. Noon.
TIENTSIN via WEIHAIWEI & CHEO	"CHEONGSHING"	Wednesday, 18th Aug. 3 P.M.
SHANGHAI	"CHOYSANG"	Thursday, 19th Aug. 3 P.M.
MANILA	"LOONGSANG"	Friday, 20th Aug. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOI	"FOOKSANG"	Tuesday, 24th Aug. Noon.
MANILA	"YUENSANG"	Friday, 27th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 31st Aug. 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 14th August, 1909.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO OF THROUGH RATES to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For KOBE and YOKOHAMA: S.S. SPEZIA ... 14th Aug.	For HAVRE & HAMBURG: S.S. SLAVONIA ... 18th August
For SHANGHAI, KOBE & YOKOHAMA: S.S. C. FEED LABISZ ... 19th Aug.	For HAVRE, BREMEN & HAMBURG: S.S. ANDALUSIA ... 1st Sept.
S.S. AMBRIA ... 30th Aug.	For MARSEILLES, HAVRE & HAMBURG: S.S. SAXONIA ... 2nd Sept.
S.S. NICOMEDIA ... 12th Sept.	For HAVRE & HAMBURG: S.S. SPEZIA ... 14th Sept.
S.S. LIBERIA ... 15th Sept.	For ANTWERP, ROTTERDAM & HAMBURG: S.S. ARABIA ... About mid. of Sept.

Further Particulars, apply to—
HONGKONG, 13th August, 1909.

HAMBURG-AMERIKA LINIE,

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6000 tons gross ... Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU ... 6000 " " " " Oct. 26th, at Noon.
S.S. MANSHU MARU ... 5000 " " " " Dec. 10th, at Noon.

For particulars apply to
K. MATSUDA, Manager,
TOYO KISEN KAISHA, York Building,
Hongkong, 25th June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	AWA MARU, Capt. A. Keith,	6,500	WED'DAY, 18th Aug. at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU, Capt. C. H. Butler,	6,500	WED'DAY, 1st Sept. at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino,	6,500	TUESDAY, 17th Aug. at 4 P.M.
KOBE and YOKOHAMA	SHINANO MARU, Capt. K. Kawanu,	7,000	TUESDAY, 14th Sept. at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	NIKKO MARU, Capt. M. Yagi,	6,000	FRIDAY, 3rd Sept. at Noon.
SEA GHAZ, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler,	6,000	FRIDAY, 1st Oct. at Noon.
KOBE and YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao,	6,500	FRIDAY, 20th Aug. at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans,	5,000	FRIDAY, 20th at Noon.
	TAKASAKI MARU, Capt. A. Mooka,	5,000	TUESDAY, 24th at Noon.
	MIYASAKI MARU, Capt. T. Mura,	9,000	FRIDAY, 27th Aug. at 5 P.M.
	KUMANO MARU, Capt. M. Winkler,	6,000	WED'DAY, 1st Sept. at Noon.

† Fitted with New System of Wireless Telegraphy.
‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE,
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THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.
ATSUTA MARU - (Capt. W. M. THOMPSON) - About Wed. 22nd Sept.
MYASAKI MARU - (Capt. T. MURA) - About Wed. 20th Oct.
KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

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1st CLASS	\$120	\$110	\$100	\$90
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Option of rail between Calling Ports in Japan.
For further particulars apply to
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T. KUSUMOTO, MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2340	R. Rodger	Manila	On 14th Aug. Noon.
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For Freight or Passage apply to
HONGKONG, 2nd August, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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OSAKA SHOSEN KAISHA.

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THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and
fastest route, from the Pacific Coast to Chicago). Taking cargo on
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and Canada, also to the principal ports in Mexico, Central and South
America.

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The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage
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Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

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Taking Cargo on through Bills of Lading to all Yangtze River and North China
Ports, by the steamers to Shanghai.

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ANPING via SWATOW, AMOY	"SOSHU MARU"	WED'DAY, 18th Aug. at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made
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Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.
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Branch Office, at Second Floor, No. 1, Queen's Buildings.

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(WITH LIBERTY TO CALL AT MALABAR COAST).
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CHINA STEAM NAVIGATION Co.'s fortnightly
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SOLE PROPRIETORS OF TAKASIMA
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YOKOHAMA: M. ARADA, Esq.
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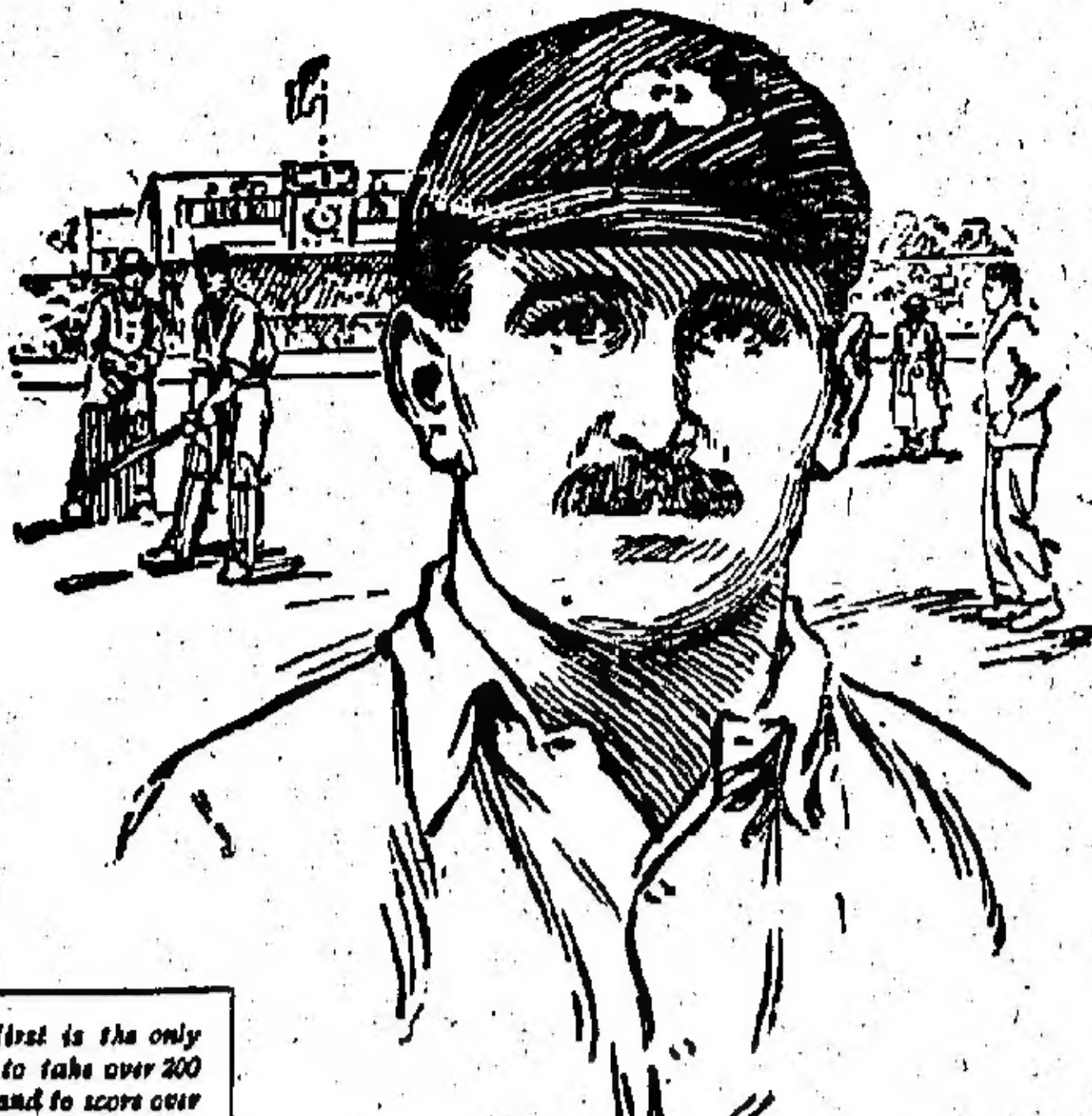
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G. H. Hirst is the only cricketer to take over 200 wickets, and to score over 1,000 runs in one season. In addition to his cricketing activities, Mr. Hirst is also the manufacturer of that popular treatment—"Health Tonic".

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To enable me to *wear* well, says George Hirst, the celebrated Yorkshire cricketer, to get the best out of myself, Phosferine is wonderfully effective, and imparts a marvellous reserve of staying power. Speaking of these very same unique advantages possessed by Phosferine, Charles Gardiner, the winner of the 1909 Marathon, said "Phosferine permanently invigorates and tones up the system, and, in fact, proved my greatest mainstay."

Wherever men gain distinction by severe mental or physical effort, fight pluckily and cheerfully against great odds, it is always upon Phosferine they rely for the power and energy to see them through. To Gardiner, struggling through heat and dust, it meant victory, to George Hirst, overworking means the steady nerves and staying power which enable him to *wear* well. The splendid form which distinguishes George Hirst's wonderful play, testifies to the energising potency of Phosferine, which, says the redoubtable cricketer, dispels all the exhaustion and weariness caused by prolonged batting and bowling under a hot sun.

Quite Naturally Overcome.

G. H. Hirst, the wonderful Yorkshire cricketer, Kirkheaton, Yorks, writes:—"I have found that after a very hard day's work in the cricket field, when my system has felt exhausted and my whole body weary, Phosferine always exerts a wonderfully refreshing, stimulative and restorative effect. When my nerves have been greatly overwrought by the excitement and strain of prolonged bowling and batting under a hot sun, your preparation both calms and strengthens them, and enables me to *wear* well throughout the most trying season. Phosferine endows one with marvellous staying power, and its timely use wards off all the ill-consequences to which athletes are especially prone from the nature of their calling—exposure, &c."—May 7, 1909.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility, Indigestion, Sleeplessness, Neuralgia, Maternity Weakness, Premature Decay, Mental Exhaustion, Lassitude, Nervitis, Pains, Rheumatism, Headache, Hysteria, and all disorders consequent upon a reduced state of the nervous system.



The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., La Bolla Sauvage, Lodge Hill, London, England. Price in Great Britain, bottles 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size.

By Appointment to H.M. the King.

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is ALL beef—prime beef in a readily digestible form.

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BOVRIL IS ALL BEEF.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

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HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

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The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Milder Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above Diseases with each Bottle.

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"HOW I BLUNDERED WITH MY CHILDREN."

A MOTHER IN THE CONFESSIONAL.

"And little Maisie—how is her love affair progressing?" was a question put in my presence the other day by one mother to another. The other mother looked absolutely blank.

"But Maisie has no love affair of which I am aware," she stammered at last, and her interlocutor glided away from the subject with easy grace. But I saw how she had hurt, how she had startled Maisie's mother.

She saddened me, too, for I have known the bitterness of hearing from others intimate news concerning my children that they ought to have told me themselves, and of which I ought to have been aware without being told at all.

Now that my boys and girls are grown up men and women I can look back and see the mistakes I made in their up-bringing, as it affected their personal relations with me, as clearly as if they were written down in black and white.

I can accuse myself of being the means of happiness lacking in my dealings with my children and judge myself with the extreme and cruel severity summed up in those hard words, "all your own fault."

WHEN SHE COULD HAVE HELPED.

The terms were on in their childhood were pleasant terms. I always felt that I was at their disposal, to come to in all difficulties, to confide in, to depend upon for help. I have that fundamental assurance now.

But I wonder, yes, I do in my heart of hearts wonder many a time, whether they have ever been in my mind of dilemmas that they felt I could ease, whether they have ever needed assistance, advice, or comfort that they felt I could give? I suppose not, for they have never come to me for it.

And yet I remember in their old nursery and school-room days seeing my husband hurrying up the stairs in answer to a little one's appeal, and I have sometimes entered his study to find a son or daughter deep in conversation with him.

I have "surprised" him with a fearful little girl seated on his knee, her hot face half hidden under the lapel of his coat, and have met a boy with shining eyes and a look of relief in them coming from his presence.

Why did my children choose their father as confidant instead of their mother? Perhaps it is that he did not fuss when brought face to face with little faults and minor peccadilloes.

LOST OPPORTUNITIES.

As for me, when I caught my children squabbling, as children will, I saw them in my mind's eye wrangling their way through life, and lectured them soundly on their iniquities. I took them too seriously, frightened them by my excessive solemnity, made them dumb when I would have had them outspoken, looked their lips when I longed for a torrent of words.

I suppose I assumed my most saddened and outraged expression and mounted the judgment seat with anguish written on my face when I was confronted by a problem in child ethics, whereas my husband kept himself outside the affair altogether, and listened to his children's woes and troubles with this sentiment only expressed by his looks and manner, that he was there to help them as their natural protector and the being among all others relegated to the duty. He was just "father"!

But the fact that it was to him that the children gave their confidence was the cause, the inevitable cause, as I think, of several differences between us from time to time, for I could not see myself supplanted even by my husband without suffering the keen pangs of maternal jealousy, and showing that I felt the wound.

Only a mother can appreciate my attitude and can sympathise with my apparently illogical resentment. It is generally supposed that modern mothers neglect their children and are indifferent to them, leaving them to the care of nurses and governesses to whom all their confidences go.

WOUNDED BY NEGLIGENCE.

But, looking back, I see myself and many other mothers of my generation obsessed by our maternal duties, and yet never getting any nearer to intimacy with our broods. I took them too much to heart, I suppose, and, by making too much fuss over trifles, scared them away from other people when they really wanted the comfort of a confidant.

Many mothers, like myself, constantly lament that their children are not different from what they are. The sentiment is laudable when there are real facts to be remedied, provided the alteration is worked for quietly instead of being made the subject of futile complaint to the brains themselves, who, poor dears, are incapable of comprehending the standpoint taken by the anxious parent.

Stratified means and the day-to-day anxieties entailed by them made me, when my children were little, apt to be impatient, and I did not then see the need for curbing that impatience.

I look back and realise the lack of confidence which seemed to come between me and my children.

When my boys and girls came to me with their little childish troubles, instead of listening to their griefs I resented the time they took in telling me of them, and remember bidding them not to worry me.

So they got into the habit of not worrying me, and drifted farther and farther away from me.

How well I recollect how wounded I felt when I heard of my eldest son's engagement. The wife he chose was just the very wife I myself would have chosen for him. Yet I was unhappy, because he had not let me know beforehand that he was trying to win her, or even that he cared for her at all.

I knew then if never before I was not one with my boy. He regarded me very differently from the way in which I would have had him regard me.

Now that my girls have arrived at an age at which I ought to have their entire confidence, I can get it only by questioning and cross-questioning them. They ought to come to me of their own free will to tell me about their little love affairs and the friendships they form. But that privilege, too, seems to have slipped unconsciously out of my reach.

"ONLY MYSELF TO BLAME."

Nevertheless, I must know all about them, and so I ask them this and ask them that with such insistence that they look upon me as meanly suspicious. Yet I feel compelled to go on dragging this chain too after me, for I must know their doings for their own sakes and not for my own.

I seek to know everything that interests them, all their hopes and fears, all their aspirations, and all their griefs, so that I may shelter them and be their mainstay and defence.

I have only myself to blame for all the misappointments I experience. This little human document will have served its purpose if it is of use to other mothers who find that some of the faults I have confessed are their faults and they still have time to amend before the consequences I have narrated overtake them.

"X" in the Daily Mail.

FASHIONS AND FANCIES.

GARDEN PARTY DRESS.

The garden party season has been marred by the uncertainty of the weather of the week, which has prevented it from being as airy and fluffy as it might have been, although it is difficult to imagine what the gowns would have been like if the sun had shone, for they were ornate in the extreme. The belated sunshine that graced the Duchess of Sutherland's garden party on Monday, however, brought out a crop of butterflies in very wonderful hues. Perhaps butterflies cannot strictly be said to come out in crops, but the human kind does, inasmuch as it is attached to the ground owing to its lack of wings.

EVENING DRESS IN DAYLIGHT.

We shall have to wear blue serge bathing suits at balls and dinners before long, if we want to make any difference between the garb of the evening. A low-cut dress, of the most diaphanous kind and the palest hue, lightly filled up with transparent tulle, embroidered profusely in gold and silver and jewels, and worn with plenty of diamond ornaments and enough pearl rope to provide something with, is now the correct costume for an afternoon function, even in the open air. It is not remarkable, let alone conspicuous. Our grandmothers—but then grandmothers have probably been notable ever since the death of Eve for the frights they would have had if they had lived to see the "goings-on" of the second generation. Besides, it is the grandmothers of to-day who do most of the startling. A woman of this age enters the heyday of her youth at the foot of her first grandchild. At any rate, it is her golden age—or possibly autumn.

WATERFALL FROCK.

A very old friend is back among us—the "waterfall" train, flowing from closely pleated folds between the shoulders into a fairly wide cascade upon the floor. With satin frocks it is made of gauze, and with gauze frocks it is made of satin, and in the evening it is sometimes of gold or silver. It is a great adjunct to a graceful woman, but the ungraceful should remember that every inch of stuff that should float or flow and only waddles is an inch of disaster. Imagine a waddling waterfall! And with the revival of this train come the waterfall fringes—arranged over one side of the hips, rather like a Salome dress, and often quite two feet deep. Here, again, the figure is of paramount importance, for if the fringes part and straggle over a too round lady they are even as pathetic as the scanty looks of elderly bachelors, carefully brushed across the intrusively-peering crown of their heads.

TWO LOVELY GOWNS.

A garden-party frock of the palest yellow satin, very soft in texture and not too sheeny, is swathed round the figure very closely, the left side of the tunic consisting of two-foot fringes of crystal. These narrow up to the waist at the back, where they graduate into wonderful gold and green embroideries, which cross the right shoulder and thence encircle the body under the arms. A transparent yoke of fine gold net ends in a Peter Pan collar of Venetian point, and the sleeves of gold net are perfectly transparent and tight-fitting to the wrists. The Duchess of Sutherland wore a wonderful gown on Monday, of pleated grey satin, just touching the ground and no more. Over this fell a plain skirt of grey crepe-de-Chine, embroidered round the edges in grey floss silk. Lengthening at the sides, this overdress threatened to form a long train, but the middle of the back was again short, the result being that the longer folds of the side had a looped-up effect which was the height of grace.

THE SHAWL EFFECT AGAIN.

There is something so essentially old-world about the very word shawl that we are always immensely surprised when we find ourselves elaborately trying to look as though we were wearing them. Yet we endeavour to do so about once in four years. Many of the smartest gowns of to-day have the shawl effect on the skirt, and the Queen's scarves have this year been drawn so closely down over her shoulders that they have caused quite a revival in early Victorian shawls. Some of the straight scarves are made so deep that they are almost shawls, and the shaped ones are made with the same idea. Worn with a champagne-coloured cloth dress the other day was a shaped scarf, through loops in which the arms were passed, of champagne-coloured chiffon, edged with floss-silk embroideries in tones of blue and amber. On the shoulders the embroideries were solid and weighty, holding the garment in place. In front it narrowed into long points, quite in the old-fashioned shawl manner.

MANTLES AND FLOUNCES.

The mantlet frocks which are so fashionable for morning wear have led to a revival of the flounce for short skirts. Paris can do marvellous things with flounces, and her latest endeavour is a quite indescribable *tour-de-force*, in which all the folds go in directions quite incomprehensible, and attain a perfectly illogical effect. As directions to a dressmaker, this description might seem not quite definite, but when the *Encyclopédie* of the Paris *couture* itself what lay-woman may hope to put the result into words? It behoves the congregation to be silent when the high priest speaks. The more everyday flounces, to descend to the speakable, are perfectly straight, and very full and deep, and run on with a little heading. The shaped flounces are inadmissible, since they flow out round the feet, and the folds of the moment should be as straight and almost as crisp as the rods of thunder-rain.

HATS OF THE MOMENT.

Of this year's hats there is always something to say. I saw one the other day which was eight inches wide in the brim on the left said, three inches wide on the right, and nine inches across the crown. It was trimmed with two cherries and a band of ribbon six inches wide. Another hat in gold, with rumparts of gold feathers all round its crown, making of that crown an impenetrable Robinson Crusoe's house, was not merely gold in colour, but was of golden tissue. An enormous black hat was trimmed with a bunch of grapes, of which in point of size and number Ceresian itself might have been proud, but they and the very long-bearded barley round the rest of the hat were of the purest white. Huge bows of gold and silver tissue trim some of the hats, and quantities of lace bows are also seen. Some of them must take five or six yards of lace to make. A large blue Oriental turban of swathed chiffon is strange, but becoming—X and Z, in the *Globe*.

KEATING'S WORM TABLETS

A purely Vegetable Sweetener Sold in Bottles by all Druggists. Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for intestinal or thread worms. Periodically safe, mild, and especially adapted for children. To be obtained of all Druggists. Proprietor, THOMAS KEATING, London, Eng.

Do you drink Whisky?

If so, drink THE BEST and the BEST is—

Wright & Greig's "Premier"

It is the very finest Whisky that can possibly be produced. The Whiskies of which "Premier" is composed are of the very oldest, selected from the best Distilleries in Scotland, and put together with all the knowledge which 30 years' experience can acquire.

OBTAINABLE THROUGH ALL FIRST-CLASS WINE MERCHANTS.

Wright & Greig, Ltd., Dallas Dhu Distillery, Forres, Elginshire.

Head Office: 64 Waterloo Street, Glasgow.

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE. Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to men, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALDBECK, MACGREGOR & Co., HONGKONG.

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure. English Oil. Not made of Glycerine. Full directions. All Coughs. Insist on SAVARESSE'S.

800

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KEYMER, SON & CO.

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THE NEW FRENCH REMEDY.

TRADE MARK THERAPION

This successful popular remedy, used in continental hospitals by Ricord, Kossak, Jobert, Volpau and others, surpasses everything hitherto employed.

THERAPION No. 1

is a remarkably short time, often a few days only, removes all rheumatism, suppurating joints, and all other ailments, and restores the system to its normal state.

THERAPION No. 2

for blood-poison, bad legs, spots, blotches, eczema, pains and swelling of joints, secondary syphilis, ulcerations, gout, rheumatism, &c. It purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3

for those who used up feelings resulting from dissipation, worry, overwork, excesses, &c. It possesses surprising power in restoring strength and vigour to those suffering from overeating influences of long residence in hot, unhealthy climates.

THERAPION is obtainable of principal Chemists, Dr. J. C. Mercier, Medicine Co., Haverstock Road, Hampstead, London. Price in England 2/6.

The above Trade Mark is a fac-simile of word "THERAPION" as appears on British Government Certificate.

Stamp affixed to every genuine package.

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital £500,000
Subscribed Capital £275,000
Paid-up Capital £121,250 0 0
II. Fire Funds £324,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1909. [508]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER FOR 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to .588. At 56, 57 and 57.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

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(Established 1896).
No. 27 DES VOUX ROAD.
Dealers in
POSTAGE STAMPS
AND
VIEW POST CARDS.
Just Received a Selection of
S.M.P.'s ILLUSTRATED
POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$16 Each.
Inspection Invited. [912]

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AMERICAN AND MANCHURIAN LINE
NOTICE TO CONSIGNEES.
FROM NEW YORK AND SINGAPORE.

THE Steamship

"KARONGA."
Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th inst., at 3 P.M.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to sale.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.
Hongkong, 9th August, 1909. [1658]

NORDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"BUELOW."
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.
All Claims must reach before the 21st inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD, BREMEN, General Agents.
Hongkong, 10th August, 1909. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"BORNEO."
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 17th inst., at 4 P.M., will be subject to sale.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 11th August, 1909. [1]

ADVERTISEMENT

THE DIRECTORY AND CHRONICLE FOR 1909.
CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1909.
THE FORTY-SEVENTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate Guides for the TOURIST, giving every detail in connection with the place, its History, Topography, &c., &c.
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Moat Lung Pa Yau—Beef, ribs, lb. 20

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Moat Lung Pa Yau—Beef, head, lb. 20

Moat Lung Pa Yau—Beef, tail, lb. 20

Moat Lung Pa Yau—Beef, bone, lb. 20

Moat Lung Pa Yau—Beef, marrow, lb. 20

Moat Lung Pa Yau—Beef, suet, lb. 20

Moat Lung Pa Yau—Beef, fat, lb. 20

Moat Lung Pa Yau—Beef, skin, lb. 20

Moat Lung Pa Yau—Beef, hair, lb. 20

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